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Gudok.

MORE LOCOMOTIVES OPERATE ON CONDENSED SCHEDULE

LOCOMOTIVE UTILIZATION IMPROVES IN OCTOBER -- Gudck, No 132, 4 Nov 49

During October, 1,831 locomotive engineers on the USSR railroad network achieved average daily runs of 500 kilometers or more and 3,044 engineers achieved average daily runs of 400-500 kilometers.

As of 1 November, 99 depots were operating exclusively on the condensed schedule for locomotive operations. In the Western Railroad Okrug 16 depots are operating on the condensed schedule, and in the Far Eastern Okrug 64 percent of all the locomotives have been transferred to the condensed schedule. Locomotive operations have been reorganized and considerably improved on the railroad systems of the Donets Okrug.

Locomotive utilization is poor on the Ufa, Orenburg, Tomsk, South Ural, and Tashkent railroad systems.

TRANSCAUCASUS SYSTEM SPEEDS OPERATIONS -- Gudok, No 129, 28 Oct 49

In May on the Transcaucasus Railroad System only 18 locomotive engineers achieved average daily runs of 500 kilometers or more. In September 72 percent of the freight locomotive park was operating on the condensed schedule for locomotive operations, and about half of these locomotives achieved average daily runs of 500 kilometers or more. All locomotives of the depote of Ehilok, Zilove, and Shilka are achieving average daily runs of 400-500 kilometers.

In the period between May and September the average daily distance traveled per locomotive on the system was 59.5 kilometers higher than during January and February. This was achieved by exceeding the norm for average speed excluding stops by 1.3 kilometers, cutting time required for servicing locomotives in base depots by 48 percent and in turnaround depots by 15 percent, and by reducing the length of stops at intermediate stations.

Improvement of locomotive utilization has enabled the system to operate each day with 2-3 locomotives less than prescribed by the norm, which has resulted in savings of 1,288,000 rubles.

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In the period between May and September the system handled 6,410 above-norm-weight trains in which an extra 746,000 tons of freight were carried. The average weight per train during the past 5 months has been 31 tons above the norm, which has resulted in a revenue of 1,334,000 rubles. Freight car turnaround time has been reduced by 0.63 hours.

In the first 10 mentes of 1949, freight-handling costs have been reduced by 6.3 percent against the norm and profits realized during the first half year were twice the amount planued.

Formerly, condensed schedules for locomotive operations were worked out for each division of the system without any connection with the activities of neighboring divisions. The system has now worked out three variants of the schedule for each depot. These schedules are closely connected with those of adjacent divisions.

KAZAN: SYSTEM TO ADOPT CONDENSED SCHEDULE -- Gudok, No 129, 28 Oct 49

On the Kazan' Railroad System the condensed schedule for locomotive operations has been worked out for all of the main line. The schedule will permit relayed handling of through trains from Moscow to Yudino and from Yudino to Sverdlovsk, and will assure long daily runs for a majority of the locomotives.

LANCHAK METHOD AIDS GOR'KIY FREIGHT STATION -- Gudok, No 130, 30 Oct 49

The new technological process created for the Gor'kiy Freight Station with the aid of the Moscow Institute of Transport Engineers is being put into practice effectively. Layover of one freight car in freight operation, has been lowered for the station as a whole by 6.7 hours. The Lanchak method is being studied in a stakhanovite school.

6,000-TON ORE TRAIN DELIVERED -- Gudok, No 129, 28 Oct 49

Railroad workers of the Vecherniy Kut station of the Stalin Railroad System and miners of the Mine imer! Kominterna recently loaded and delivered to Pyatikhatki an ore train weighing 6,000 tons.

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